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A MESSAGE TO SEAMEN

WALTER MACARTHUR

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Commemorating the passage of the Seamen's Act

"The Dawn of the New Day"
"March 4, 1915"

On the scroll at the top of the picture appear these words:

"And it came to pass. The soil of the United States becomes Holy Ground. President Woodrow Wilson signing the Seamen's Act, passed by the especial efforts of Senators and Members of Congress, whose names we wish to transmit to the Seamen of the future. This Act liberates the seamen, the last bondmen within the jurisdiction of the United States."

The following appear in the picture from left to right:

Top, President Woodrow Wilson. First row, top, Senator Fletcher, Senator Vardaman, Speaker Champ Clark, Representative Alexander, Representative Hardy. Second row, Senator Kern, Senator Williams, Senator Sutherland. Third row, Representative Livernash, Representative Spight, Representative Wilson, Senator LaFollette. Fourth row on left, Senator White; on right, Representative MacGuire; in center, J. H. Bradley, Robert Robertson, P. H. Olsen, Morris Hansen of the "Arago" case. Fifth row, lower part of picture on left, George Bolton, Nicholas Jortall, Walter MacArthur, Committee of Seamen who made first draft of bill in 1892; Center, Samuel Gompers, President of the American Federation of Labor; on right, Andrew Furuseth, Victor A. Olander, Patrick Flynn, Legislative Committee, International Seamens Union of America.

Men of the Sea

The nation that proclaimed your freedom now needs your services. America is at war. Our troops are being transported over the seas. Munitions and supplies are being shipped in ever increasing quantities to our armies in Europe. The bases are the ports of America. The battle fields are in Europe. The sea intervenes. Over it the men of the sea must sail the supply ships. A great emergency fleet is now being built. Thousands of skilled seamen, seafaring men of all capacities who left the sea in years gone by as a protest against serfdom from which no flag then offered relief, have now an opportunity to return to their former calling, sail as free men and serve our country.

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"Under the American Flag seamen are free men."

A MESSAGE TO SEAMEN

A Call to the Sea and to Seamanship

INTERNATIONAL SEAMEN'S UNION
OF AMERICA

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SEAMEN:
Know your duties.
Know your responsibilities.
Know your rights.

A Call to the Sea

To all Seafaring Men Ashore or Afloat

The International Seamen's Union of America, in annual convention assembled, representing the organized Seamen of America, submits the following to all men of seafaring experience, ashore or afloat.

The nation that proclaimed your freedom now needs your services. America is at war. Our troops are being transported over the seas. Munitions and supplies are being shipped in ever increasing quantities to our armies in Europe. The bases are the ports of America. The battle fields are in Europe. The sea intervenes. Over it the men of the sea must sail the supply ships. A great emergency fleet is now being built. Thousands of skilled seamen, seafaring men of all capacities who left the sea in years gone by as a protest against the serfdom from which no flag then offered relief, have now an opportunity to return to their former calling, sail as free men and serve our country.

Your old shipmates — men who remained with the ship to win the new status for our craft — now call upon you to again stand by for duty. Your help is needed to prove that no enemy on the seas can stop the ships of the nation whose seamen bear the responsibility of liberty.

America has the right, a far greater right than any other nation, to call upon the seamen of all the world for service. By responding to this call now you can demonstrate your practical appreciation of freedom won.

All men of seafaring experience can get further information on this subject by applying to any representative of the United States Shipping Board or to any officer or representative of the International Seamen's Union of America, or any of its district organizations. It should be understood that this statement is not issued because of any real shortage of men at this time. We must be prepared, however, to man the great new merchant fleet now building. Men must be ready and in training. It is in recognition of this need that we, as a duty to the nation, submit this call to all seamen.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

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SEAMEN

Know Thyself and Thine True Place Among Men.

No calling demands a higher mental and physical standard in the men employed. No calling has given any better service to civilization and to humanity. No calling has any right to higher consideration or greater honor, none has given or is giving more important service in peace or war. In the days of chivalry the men of the sea had a right to and did participate in its highest honors.

THROUGH THE AGES.

Sea power has at all times meant World power. Control over the sea has at all times brought independence and wealth. Sea power was always in the seamen. The vessels (the tools used) have been altered and improved upon as experience and knowledge increased. But the sea has remained unchanged through all the ages. So also the seamen. The qualities of mind and body that were needed in the seamen of the earliest times are yet needed and there can be no real seamen where those qualities are not. The sea has been a prison wall to the weak and timid, a highway to the strong and a field of honor to the daring and venturesome among men. The sea has no affinity with bondage and whether it was in trade, in discovery, or in battle the victory was to the free.

The sea power of the Nordic Race was developed in freedom. The seamen of this race knew nothing of bondage as applied to themselves. The common hazzard made them loyal to each other and ready to obey orders from their leaders. They were patient of discipline, impatient of bondage. The sea power of the North developed in and by this spirit grew strong enough to meet and overcome the sea power of Rome, which had destroyed the sea power of Carthage, whose seamen were and felt themselves to be less free. The South of Europe never knew the kind of freedom that was the very breath of life with the people of the North. The seamen of the South always shared in that misfortune with other people of the South.

The social reconstruction which resulted from christian teachings gave to the seaman of the South greater freedom than they had enjoyed, but when it was carried overland to the North by the missionaries it resulted in depriving the seaman of the North of much of the freedom to which he had been accustomed and which had been the real source of his strength.

In the blending of the two systems the slaves of the house became the children of the house; the free men of the vessel became the children of the vessel. Generally speaking, the status of master and servant was then adopted. On shore this degenerated into serfdom—the tying of the men to the soil; at sea—the tying of the seaman to the vessel. For a long period of time the tie was purely legal. To desert was a crime the punishment for which ranged from branding on the forehead with red hot iron to the imprisonment of more modern days. The new status was bitterly resented and resisted by the seamen and they deserted in great numbers, notwithstanding the law and its savage penalties. In accordance with custom, an outgrowth of the seamen's freedom, the seamen were paid their wages or share of the earnings, whenever the vessel's freight money was paid. The seaman, having the money with which to find food and shelter, deserted from his vessel from one reason or another until the shipowners of France bethought themselves of the fact that a destitute man is very helpless in a strange country or port and they petitioned the King (Louis the Fourteenth) to forbid the payment of any of the seaman's wages except at the home port, when his contract of service was at an end. The King complied and other Nations promptly followed. Thus was economic power added to the legal power to keep the seaman bound to his vessel.

But the seaman, during the so-called dark ages, did never fall into the complete servitude that became the lot of the toiler on land. When he came to the home port he was free. No man was then his master. This freedom together with the employer's need for highly trained men with the spirit needed to defend the vessel from pirates as well as from the dangers of the sea made the economic and social position of the seaman superior to that of his fellow toiler on shore. The social standing of seaman was such that women would marry him; his economic condition was such that he could give decent support to a family. During this period no boy or young man lost caste by going to sea. Let it be distinctly understood that it was the special skill and the qualities of body and mind needed in the seaman that protected him from the rapacity of his employer. Where this was not understood and the seaman thereby protected, or the statesmen of the time did not realize the National importance of a body of national seamen, the condition became such that men refused to seek or to continue in the calling and then sea power passed from that Nation. Thus sea power was lost to the Hanseatic League, to Spain and to Holland. Wiser statesmen fostered seamanship by giving at least by comparison a better chance to the seaman and were thereby able to gain and to keep control of the sea.

In substance the law governing the British seamen in the middle of the eighteenth century was the scroll of Oleron. This was the freest of all the statutes of that time except the one upon which it

was largely modeled, the old law of Norway and of the Norsemen generally. In their southward travel the Norse seamen carried with them their own laws and customs. In the law of Oleron the seamen are called the Companions of the vessel—not the children of the vessel. It was under the freedom of this law that the British seamen destroyed the Armada and made their country the Mistress of the Sea and of the world. About the middle of the eighteenth century the British seamen lost the right to freedom in the home ports under certain conditions and the law for the impressment of seamen was enacted.

The law was brought in by the Government and was opposed by Lord Chatham, who in opposition in part spoke as follows:

> **"Sir, the two honorable and learned gentlemen who spoke in favor of the clause were pleased to show that our seamen are half slaves already, and now they modestly desire that you shall make them wholly so. Will this increase your number of seamen, or will it make those you have more willing to serve you? Can you expect that any man will make himself a slave if he can avoid it? Can you expect that any man will breed his child to be a slave? Can you expect that seamen will venture their lives or their limbs for a country that has made them slaves? Or can you expect that any seaman will stay in the country if he can by any means make his escape? Sir, if you pass this law you must, in my opinion, do with your seamen as they do with their galley slaves in France—you must chain them to their ships or chain them in couples when they go on shore."**

Great Britain found to its sorrow, if not to the improvement of its understanding, that Lord Chatham was right. The seamen of England so deeply resented the loss of their accustomed freedom that they deserted the country in very large numbers and fought under the American flag against England, they sailed in American vessels in such large numbers that England found it necessary to search American vessels on the high seas and to forcibly take the men back in order to compel them to serve again in the vessels of their country. This resulted in a war with the United States and again British seamen were found fighting under the American flag against their native land. It had not yet sunk into their consciousness that the United States in 1791 had adopted laws fully as drastic and oppressive as the laws of England. Later it was found necessary, as Lord Chatham had predicted, to enter into treaties between the different nations to arrest, detain and surrender the deserters back to their vessels. Not much difference between this and to "chain them to their ships, or chain them in couples when they go on shore." The ship owner and the trader were writing the laws. Small was the attention given to the warning voices of statesmen or even to the voices of the most distinguished of the admirals in the service of the different nations. The French Revolution did not stop it, the abolition of slavery and of serfdom did not end it. The sane view of the tentative draft of the report of the British Manning Commission of 1896 was obliterated by it. It remained strong up to the present war.

Modern Times.

The French Revolution abolished the serfdom of men on shore in all the countries that were overrun by the armies of France. The spirit of the Revolution seized upon other countries with the same result until slavery, serfdom and involuntary servitude was abolished in all so-called christian Nations; but this emancipation did not include the seamen. The status of seamen remained unchanged with terrible results to the seamen and serious consequences to the white race.

The seamen held in the shackles of their status were unable to follow the upward trend of society. Their real earning capacity diminished so that they were no longer able to support a family. Their former social standing was destroyed so completely that a humanitarian organization made up of good men and women, in an official yearly report, stated that "they had, during that year, accomplished much good among criminals, prostitutes and seamen."

Legal and economic provisions of law having been adopted by Governments to keep the seaman tied to the vessel, the seaman nevertheless deserted. He found men on shore, who for their gain were willing to hide him from the peace officers who were instructed to find him to detain and return him to his vessel or to send him to prison for months. The seaman was willing to give part of the wages to be earned in the next vessel in order that he might be free from the vessel on which he was working. The owners of vessels were willing to pay such advance and to add thereto a premium, later called "blood money," in order to escape delay. Thus was "crimping" established. It grew out of the seaman's status and the seaman's desire for freedom. Later it was reversed. A combination of the crimp and the ship-owner was perfected through which the seaman lost nearly all his wages, which were then divided between the crimp, the master and at times the owner. When, as was often the case, the seaman's wages were not sufficient to pay what was considered a fair profit, "blood money" was added and this was again divided with the master and at times with the managing owner.

The Union of Seamen.

Notwithstanding the apparently insurmountable obstacles, an organization was formed by the seamen. The purpose was to improve the condition of the seamen, to halt the decay of seamanship and to reconquer for the seaman his true position in human society. Individually they knew themselves to be powerless; but they had faith that collectively they could accomplish the purposes for which they were organizing. Collectively seamen had in the past been the main factors in destroying or in building and maintaining Empires, why might they not then by collective effort be able to redeem their own calling? The work of a seaman had always been important, and until in the comparatively recent past it had been honorable. That it had not remained so had its origin in actions of men on shore, action in which the seamen had no share except that they had

not come together for the purpose of collectively resisting and overcoming the evil. The declaration of rights, duties and purposes adopted by the union reads partly as follows:

> "First of these rights is the right of each member to receive a fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation."
>
> "Further, we consider it our right to demand healthy and sufficient food and proper forecastles in which to rest."
>
> "Next is the right to be treated in a decent and respectful manner by those in command."
>
> "Next is the right of engagement without the interference of crimps or other parties not directly interested."
>
> "Recognizing the above as our inalienable rights, we are conscious of corresponding duties to those in command, our employers, our craft and our Country."
>
> "We will therefore try by all just means to promote harmonious relations with those in command by exercising due diligence in the performance of the duties of our profession, and by giving all possible assistance to our employers in caring for their gear and property."
>
> "To regulate our conduct as a Union and as individuals so as to make seamanship what it has a right to be—one of the most honored of professions."
>
> "Based upon these principles, it is among our objects to use our influence individually and collectively for the purpose of effecting a change in the Maritime law of the United States, so as to render it more equitable and to make it an aid instead of a hindrance to the development of a Merchant Marine and a body of American seamen."

These were some of the promises which we made to ourselves when organizing. These were among the ideals which we made our own to which we consecrated our movement and it is by our faithfulness to these ideals that we are to be judged. To desecrate these ideals, to fail in faithfully struggling to live according to them is a sin the penalty for which is death. Being and remaining true to our fundamental purposes we shall find that we are just beginning to live.

It is for the purpose of bringing these ideals and purposes more clearly home to the minds of seamen and those who would be seamen that this booklet is printed and distributed among the seamen for careful reading and serious thought.

We have tried to be true. We have endeavored to keep the faith. In the darkest hours we learned at least partially how "to labor and to wait." We have defended the non-union man in the Courts and elsewhere, we have tried to get all the seamen together, we have fought with the ship owner and the crimp, we have appealed to the public and to the law-making powers for justice and equal rights with other toilers; but we never begged bread from friend or mercy from foe.

Progress of Legislation.

On February 18, 1895, we obtained some improvement in the coastwise trade through the enactment of the "Maguire Act." We believed that we had become free in ports of the United States; but when our members sought to exercise that freedom they were ar-

rested, detained in prison and returned to the vessel—the "Arago." They refused to work and were delivered to the Court for punishment. We appealed to the Supreme Court of the United States and we were told that the Thirteenth Amendment to the Constitution of the United States had no application to seamen. We appealed to Congress again and through the passage of the "White Act," December 21, 1898, our right to the ownership of our own bodies while in ports of the United States was granted by law. Several other important improvements were granted. Crimping was abolished in the coastwise trade and to nearby foreign countries. It was minimized in the foreign trade. Corporal punishment was forbidden and the food materially improved in all trades; but the status of serfdom was continued in the foreign trade and while this system remained practically all laws for the protection of seamen were null and void. The seaman must be free, legally and economically free, or his status will so taint his testimony that any law the enforcement of which depends upon evidence taken from the seaman, will remain practically inoperative. For these reasons several of the beneficient clauses of the "White Act" failed to give the relief expected in the oversea trade. We continued our struggle for legislative relief. But the law now governing the seaman is the product of the active self interest of the ship owner and merchant working through the centuries restrained only by the interest of the State as seen by the statesmen. It is practically the same in all so-called civilized Nations. The emancipation must come to all seamen, hence the following appeal, which was adopted by us in 1909, and by the Transport Workers' Congress at Copenhagen, in 1910:

Appeal to the World.

"To those who govern nations, to those who make the laws, to humanitarians, democrats, Christians, and friends of human freedom everywhere, do we, the seamen, the yet remaining bondmen, humbly yet earnestly submit this our petition, that we be made free men, and that the blighting disgrace of bondage be removed from our labor, which once was considered honorable, which is yet needed in the world of commerce, and which has been held to be of great importance to nations with seacoasts to defend.

"Existing maritime law makes of seamen, excepting in the domestic trade of the United States, the property of the vessel on which we sail. We cannot work as seamen without signing a contract which brings us under the law. This contract is fixed by law or authorized by governments. We have nothing to do with its terms. We either sign it and sail, or we sign it not and remain landsmen.

"When signing this contract, we surrender our working power to the will of another man at all times while the contract runs. We may not, on pain of penal punishment, fail to join the vessel. We may not leave the vessel, though she is in perfect safety. We may not, without our master's permission, go to a mother's sick bed or funeral, or attend to any other duties of a son, a brother, a Christian, or a citizen, excepting in the domestic trade of the United States.

"If the owner thinks he has reason to fear that we desire to escape, he may, without judicial investigation, cause us to be imprisoned for safe-keeping until he shall think proper to take us out. If we have escaped, he may publish our personal appearance along with a reward for our apprehension and return. He may, through contracts between nations, cause the peace officers and police to aid

him in recovering his property. The Captain may change, the owner may change—we are sold with the vessel—but so long as the flag does not change, there is nothing except serious illness or our master's pleasure that will release us from the vessel.

"The master, acting for the vessel, may release himself and the vessel by paying a few dollars, with no alternative.

"He that owns another man's labor power owns his body, since the two cannot be separated.

"We stand in the same relation to the vessel as the serf did to the estate, as the slave to his master. When serfdom was abolished in Western Europe we were forgotten by the liberators and our status remained. When the slaves of the United States and Brazil were emancipated our status continued. When serfdom was abolished in Russia no change came to us.

"We now raise our manacled hands in humble supplication and pray that the nations issue a decree of emancipation and restore to us our right as brother men; to our labor that honor which belonged to it until your power, expressing itself through your law, set upon it the brand of bondage in the interest of cheap transportation by water.

"We respectfully submit that the serfdom of the men in our calling is of comparatively modern origin. Earlier maritime law bound, while in strange countries and climes, the seaman to his shipmates and the ship, and the ship to him, on the principle of common hazard. In his own country he was free—the freest of men. We further humbly submit that, as the consciousness of the seaman's status penetrates through the population, it will be impossible to get freemen to send their sons into bondage or to induce freemen's sons to accept it, and we, in all candor, remind you that you, when you travel by water, expect us—the serfs—to exhibit in danger the highest qualities of freemen by giving our lives for your safety.

"At sea the law of common hazard remains. There must be discipline and self-sacrifice, but in any harbor the vessel and you are safe, and we beseech you give to us that freedom which you claim for yourself and which you have bestowed on others, to the end that we may be relieved of that bitterness of soul that is the heavy burden of him who knows and feels that his body is not his own."

After the International Transport Workers' Congress had adopted the above appeal, the Managing Committee of that Congress was instructed to see that it was sent to the several Governments and law-making assemblies of the world.

We, in the United States went on with our struggle in the usual way, having re-introduced our bill at each succeeding Congress. We sought and obtained hearings before the Committees of the U. S. Senate and House of Representatives to which the bill was referred. We sent in petitions from such organizations and individuals as were sufficiently interested to act, and we submitted memorials of which the following, presented by Hon. William B. Wilson, of Pennsylvania (now the Secretary of Labor), who was the introducer of the bill in the House of Representatives, is without doubt the most specific and urgent:

Memorial to Congress.

To the Honorable the Senate and House of Representatives of the United States:

On behalf of the seamen your petitioners respectfully represent that—

While the existing discrimination against the seamen is permitted to continue the United States can not become a sea power; that native Americans will not become seamen; and that the differential in wage cost of operation will prevent American vessels from competing on the ocean.

First. "No person held to service or labor in one State, under the laws thereof, escaping into any other, shall, in consequence of any law or regulation therein, be discharged from such service or labor, but shall be delivered up on claim of the party to whom such service or labor may be due." (Art. IV, Sec. 2, subsec. 3, Constitution.)

Under authority of this section Congress in 1791 passed the law giving to the ship power to enforce contracts made with seamen upon the seamen's body. This law—the fugitive-sailor law—in 1793 served as a model for the fugitive-slave law.

Under authority, presumably, of this section the United States entered into treaties with foreign nations for mutual arrest, detention, and delivery of deserted seamen to their vessels.

In 1865 the following amendment to the Constitution was adopted:

"Neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States or any place subject to their jurisdiction." (Thirteenth amendment, Constitution.)

In 1867 the statutes were revised, and all compulsory labor, except as applicable to seamen, was stricken out, and in 1872 the laws compelling seamen to labor for a private person were made more drastic.

Under the treaties with foreign nations and these laws seamen, having signed contracts to labor in countries having a lower standard of life and a lower wage, were forcibly compelled to continue to labor within the jurisdiction of the United States.

This produced a difference in the wage cost of operating vessels taking cargoes from ports of the United States, the difference being all in favor of the foreign vessel and sufficient in amount to gradually drive domestic vessels from the ocean. (Testimony, Merchant Marine Commission.)

In 1896 the seamen, believing that they came within the protection of the thirteenth amendment, took this question to the Supreme Court, but in Robertson vs. Baldwin (165 U. S., p. 275), the court held that the thirteenth amendment had no application to seamen, Justice Harlan filing an elaborate dissenting opinion, which resulted in abolishing the involuntary servitude of seamen in the domestic trade. (Act Dec. 21, 1898.)

In 1911 the Supreme Court again had occasion to construe the thirteenth amendment. In the case of Baily vs. State of Alabama (219 U. S., p. 219), the court decided (we quote from the syllabus):

"While its immediate concern was African slavery, the thirteenth amendment was a charter of universal freedom for all persons of whatever race, color, or estate under the flag"; and

"The words 'involuntary servitude' have a larger meaning than slavery, and the thirteenth amendment prohibited all control by coercion of the personal service of one man for the benefit of another."

We respectfully submit that we are persons and that we are within and subject to the jurisdiction of the United States; and

That Congress should now repeal all laws and abrogate all treaties under which we are subject to arrest, detention, and delivery to any man in order that he may compel us to labor for his benefit."

As a sufficient answer to our pleadings the ship owners submitted the fact that the American merchant marine could not compete in the highly competitive oversea commerce because of the higher wage cost in operating vessels, which obtained their crews

in American ports. They further insisted that any serious improvement in the condition of seamen or any raise in his wages by any one Nation would make such Nation unable to compete with the others. They maintained that to pass the Seamen's Bill was to legislate the remainder of the American vessels from the ocean. They could see no relief in the competition except a reduction in the seamen's wages to the lowest point reached by their competitors. We insisted that to free the seaman was to equalize the wage cost, and that unless such action be taken the vessels of Occidental Nations as well as their men, will be driven from the sea. Oriental races have men from whom seamen can be made. Seamanship, as we understand it, is now being developed in the Orient. Orientals sail the vessels as well as sailing in them. This was fully understood by Senator Robert M. La Follette, who introduced the bill in the Senate and who was tireless in his struggle to have it adopted. It was very well understood by Senator Sutherland, who submitted the following for the Record and caused it to be printed as a Senate Document. The general interest had been greatly stimulated by the loss of the Titanic with a loss of some sixteen hundred lives, many of the lost passengers being distinguished men from Europe and from this country:

The Decay of Seamanship in Europe and America.

Senate Document No. 216. 63d Congress. October 23, 1913.

"The Caucasian is leaving the sea; the Oriental is filling the vacancy. Sea power is in the seamen; vessels are the seamen's working tools; tools become the property of those who handle them.

"This is not prophecy; it is a fact. If the reader needs proofs let him visit the docks where the ocean cargo carrier—the tramp—is taking in or delivering cargo. He will find that while the officers are white, the sailors and firemen are very largely from the races which inhabit Africa, Asia, and the Malay islands. If he be fond of statistics and knows the way they are made up as to hide from John Bull the loss of his sea legs—the decay of his sea power—let him examine the reports issued from year to year by the Board of Trade. If he be told that the tendency is sporadic let him ask the boys along the seacoasts of Europe and America north of the Mexican line, what they are going to be when they grow up, and the answers will be truly illuminating. Let him ask the seamen if they will accept a job on shore and he will find that they are willing to accept anything to get away from the sea. The men are leaving the sea; the boys are shunning it.

"The compelling cause of this drift from the sea is a great wrong, which can only be cured by legislation. National commissions and international conferences have sat and inquired into losses of life at sea. They have reported vessels to be undermanned, both in individual skill and in numbers of seamen employed. Recommendations have been made and forgotten. The "General Slocum" was lost with about 1,000 lives; the coroner's jury said, 'Inefficient crew'; the commission appointed added, 'Not enough life preservers, inefficient inspection.' The net result was more life preservers, better in-

spection, but no improvement in the crews. The 'Titanic' was lost. The senatorial commission said, 'Not enough life-boats, the crew inefficient in skill and number.' There are some more life-boats, but no more or better men. The drift from the sea is growing and safety diminishing, while vessels are steadily growing larger. Seamen have sought proper legislation in vain for more than 20 years. Congress after Congress has been appealed to, but without substantial results. The seamen are poor; they are lowly; few of them are voters; fewer still can vote, being at sea; they have nothing with which to quicken sympathy and induce action except their plainly told tale. And yet the questions arising from the drift from the sea are of great racial importance, they are of great national importance, they are of great economic importance, and of serious personal importance to those who travel the sea for business or pleasure. The cause of the drift from the sea is simple, the remedy easy if honestly applied.

"(1) When a citizen becomes a seaman he surrenders all rights of citizenship, he voluntarily places himself outside of the protection of the thirteenth amendment to the Constitution.

"(2) He accepts and surrenders to the plenary power of Congress and the President his personal freedom, the wages he has earned, the work he is to do and with whom he is to do it, and thereby unreasonably increases the burden of his toil and the risks, naturally and unavoidably great, to his life.

"One century since, the status of the worker was either that of a slave, a serf, or one who labored under term contracts enforcible by imprisonment. The seaman belonged to the last-named class. Being among the freest of the workers his social and industrial condition was, in comparison with the others, favorable. Other causes contribute to this result.

"(1) The ship-owner might lose his all through local riots or other social disturbances in port, through piracy or other dangers of the sea.

"(2) He was liable to the traveler and the shipper for the amount of damages caused if traceable to him not being 'acts of God' or 'the public enemy.'

"The self-interest of the ship-owner was sufficient to cause him to carry men skilled in their calling, acquainted with the use of arms, physically able to use them, and with sufficient courage to defend and protect their employer's property, whether the attack came from men or from natural elements. The ship-owner appreciated this to the extent of obtaining legislation which gave him the power to punish the laggard or to reduce the incompetent in rating and wages, according to his demerit. The shipowner still has this power. He was bound by law to carry a national crew either in whole or in part. These conditions compelled him to look for his workmen among his own people, amongst the strong, the healthy, and the skilled. If he employed his slaves or serfs they became free.

"These several causes worked automatically toward a wage rate under which the seaman could and did keep a family in as much well-being as the average skilled mechanic.

"During the last century a great change came over society. Slavery and serfdom were abolished; term contracts to labor, en-

forcible by imprisonment either by law or in equity, were abolished here in the United States and in some countries in Europe, while in others they were reduced in number and remained applicable only on servants in houses or in husbandry. As freedom came to men it carried better treatment and better wages. Wages rose gradually until they doubled, trebled, and quadrupled; the legal testimony of the worker became creditable, being untainted by his status. The seaman was not permitted to share in any of these changes; his status remained. His wages stood still or were actually lowered. The cost of living rose with the advancement of the wages; the purchasing power of the seaman's wages went down and he became unable to care for a family.

"Other causes contributed to this result:

"(1) A system of marine insurance was perfected through which the ship-owner guarded himself from the dangers of the sea and distributed the losses upon the general community.

"(2) Limited liability laws were enacted through which the main risk of travel fell on the passenger, the risk of merchandise in transit upon the shipper, who through the insurance shifted it to the general public.

"(3) Piracy ceased and losses through revolts or revolutions became collectible from the nations or communities held responsible.

"(4) Lighthouses were built, channels marked, deepened, and widened, storms were studied, warnings were given, and navigation became more safe.

"(5) Laws compelling national crews were repealed, modified, or disregarded.

"Having rid himself of the risk by insurance, of the liability by legislation, and of limitation as to the nationality of the men employed through the repeal of laws, the ship-owner cared no longer for skill, ability, nationality, or race. The wages to be paid became his main consideration. He might send his vessel to sea with men none of whom were trained in the work or who understood without an interpreter the orders given. The seaman was compelled to compete with the unskilled from all strata in society, from all nations and all races, and when at sea he was compelled to do the work which these men could not do. This is the condition today. Hence, the increasing shipwrecks, the great losses of life, such as the 'General Slocum,' the 'Elbe,' the 'La Bourgoyne,' the 'City of Rio de Janeiro,' the 'Norge,' the 'Valencia,' the 'Oceana,' the 'Titanic,' and almost innumerable others; hence, also, the constant increase in insurance rates. White men are leaving the sea. Modern education and the worn out, ancient status can not continue together. Men refuse to go into or remain in any calling, which will not furnish sufficient upon which a family may be kept. More and more men come to sea as does the sewage. Last Congress passed a law providing for more reasonable hours of labor for officers of vessels, and it is largely disobeyed, either secretly or openly, with the excuse that the ship-owners can not find men from whom officers can be made. Let this thing continue a few more years and the Asiatic will have to be accepted on the bridge in command, because none others will be available. Men from the Mediterranean, from Arabia, India, and South Africa sail the vessels

on the Atlantic; men from China and Japan sail the vessels in the trade between our Pacific ports and Asia. The number of Asiatics and Africans from the south of Africa in the merchant marine of Great Britain is about 100,000. Norway, with her former surplus of seamen, has not enough for her own vessels, and the number is steadily decreasing. Germany's seamen come from the interior and are diminishing. The drift from the sea on the part of the Caucasian is general and growing. There must be a change; it must be fundamental, and it must be soon, or the sea must become the domain of the Oriental. His status and standard of living corresponds to the status and earning capacity of seamen of today.

"These facts have been presented to Congress after Congress. The seamen have been met with the answer that to change the condition as urged would be to still more widen the difference in the wage cost of operation now existing between foreign and domestic vessels taking cargoes or passengers from American ports and thus drive the few remaining American vessels from the ocean. The seamen then went into the study of the real causes of the differences and found:

"(1) That wages are determined by supply and demand. That it is the same to all nations' vessels in the same port if the vessels are going in the same or a similar trade.

"(2) That wages are dependent upon the standard of wages and of living in the port and in the territory adjacent thereto and upon the port to which the vessels are going.

"(3) Upon the standard of skill demanded and the chances of getting away from—deserting from—the vessel at her port of destination if such be a high-wage port.

"Thus, it was found that when a Norwegian ship-owner wants men to join a vessel sailing between ports of the United States and the West Indies or Central America (the fruit steamers), he pays 50 per cent more wages than if the vessel was going to the Black Sea. He does this to keep the men now, when by treaty he can have them arrested, detained, and delivered back to him. The fugitive-slave law is in full force and operation between nations through treaties entered into. If the men coming to the United States from other countries could quit their vessels in ports of the United States and reship in some other vessel the wages would become equalized. It is not suggested that seamen should be paid off. It is suggested that they should be able to obtain one-half of their earned wages, and that they should not be arrested and delivered back to their masters (owners?) against their will. The only difference in the cost of operation of vessels that does not arise out of the cost of building is in the wage. All other supplies are obtained upon the same terms by vessels in the same trade. The price of the port controls. The wages of the port would control if the law of supply and demand was permitted to act, but this law is set at naught by laws made by the several nations and given vitality in foreign countries through treaties. Such arrangements are solely in the interest of low-wage countries. Abolish the fugitive-slave law now operating upon the seamen; cease being the slave catcher for foreign nations and the economic value to purely American-owned vessels would be equal to

a greater sum than was ever asked for as a subsidy, and all talk of subsidy or necessity for discriminating duties would at once be at an end.

"Give to the seamen while the vessel is in port and in safety, the freedom that has been given to other workers; give them half of the money due to them (others get all) in such ports, in order that they may have the means to exercise and to protect their freedom; provide a standard of skill in the men employed (and thus make it possible for them to save life at sea, their own included), provide such regulations as to working hours as shall keep the skill available (they work 7 days a week and 12 hours per day at present), make the freedom, the standard of efficiency, and the right to one-half of the money due, applicable to foreign vessels coming within the jurisdiction of our laws, and there will be a reasonable assurance of safety at sea, the American vessel will be on equality with foreign vessels in American ports, as they already are, through law enacted in 1884, in foreign ports and the 'drift from the sea' will cease. There will be a better class of men available for the merchant marine and the Navy, there will be more safety at sea, lower insurance rates and no necessity for either a subsidy or for any discriminating duty. England regulates all the matters dealing with safety, including the number of men on vessels coming within the jurisdiction of her laws and we will be doing nothing except what is truly American by doing the same.

"Compulsory labor in private employment has few friends today, and the hope of the thinking seamen has been that freedom will come to them also. In this hope they have waited and worked. They believed that the nations would come to realize their need of seamen for national purposes and that disasters, which were sure to multiply as skill decreased, would cause the people to demand such changes in the law as should be found needed in the interest of safety of life at sea. Vessels that can not burn and will not sink are not built. The best vessel ever built is unseaworthy unless manned by skilled officers and men who can understand the orders and who know how to obey them. Real seamen know that in any serious struggle with the forces of nature the human element is the determining factor. They have been waiting, watching and praying for relief. Senate bill 4 is the remedy and will give the relief needed.

"An international conference of safety of life at sea is coming; but we fear that little of real value will come from that unless it is preceded by proper legislation here setting a minimum. We fear that the forces which have been, and now are, engaged in destroying the customs upon which skill and safety rested, and which have succeeded in preventing legislation so long needed, will in some way dominate the conference.

"With the proper legislation enacted here and thus a minimum set, that conference would be valuable. Other nations would have to follow our lead owing to pressure of economic conditions; they would, therefore, make a virtue of necessity and the conference would very likely recommend similar legislation to other countries.

"Sea power is in the seaman. Ships are but the seaman's working tools. If there be a desire in the white race to retain its sea

power, the Caucasian must be brought to sea again. Nations which desire to share in that sea power must depend upon their own citizens or subjects. If a reasonable safety at sea be desired, men of strength, courage and skill must be induced to again seek the sea and they will not come to accept existing status nor tolerate other existing conditions."

Freedom Under American Flag.

On March 4, 1915, a day to be remembered and celebrated among seamen, the Seamen's Act was passed by receiving the signature of President Woodrow Wilson. Officially it is known as "The Seamen's Act." Popularly it is called "The La Follette Seamen's Act." We have at times called it "The Wilson-La Follette Act," from William B. Wilson, who introduced it and fought for it in the House of Representatives and Senator Robert M. La Follette, who introduced it and fought for it in the Senate. There were other Senators and members of Congress whose names should never be forgotten by us or by seamen anywhere. Their pictures and names are in this little book. The law does not restore to the seaman his true place among men. This no law can do. It gives to us freedom and the opportunity to reconquer our true place among men. The struggle for full and recognized equality with all other men now enters the industrial, the social and international field. If we be true to our ideals, if we can keep the faith, if we can learn to labor and to wait, we shall draw strength from the struggle and we and all seamen shall win.

REMEMBER!

Remember that under the American flag you are a free man. Remember that with freedom comes responsibility. Remember always, that at sea you are an individual part of the crew of the vessel. Remember, that at sea, you are under the law arising from the common danger—"the common hazard." This commands self-sacrifice and the duty to obey all lawful orders, to do it promptly and efficiently. Upon this depends the safety of the vessel, the safety of the passengers, the cargo and the crew—your shipmates and your own.

In a safe harbor you are under the law of freedom. Your body belongs to yourself. The estimate in which we are held by our fellow men depends mostly upon the use we make of that, which is admittedly our own.

When we shall have learned to do our duty at sea, and to nobly use our freedom in port, we shall have earned and shall receive the respect of our fellow men. We shall be earning wages sufficient to take care of a mother, a sister, a younger brother, or a wife and children. We shall, in fact, be enjoying some of those things before we have reached a standard of skill and conduct such as is here contemplated. An earnest struggle—to obtain the proper skill and to nobly use it—to make a proper use of our freedom in harbor—will bring an earnest of what we will get, when we have restored seamanship to the skill and respect which once was its recognized due.

The Tradition of the Sea.

Know your duty and be ready at all times to perform it. Improve the standard of skill.

Remember always that the control over the sea is in you as seamen; remember that the vessel is the tool with which you work. A skilled workman can do better work with a poor tool than a bad one with the best. As a good workman loves, protects and improves his tools, so will a good seaman love, protect and improve his vessel. He will keep her neat and clean and in a fit condition. The vessel is to the real seaman, what the horse is to the rider, the gun to the hunter, the instrument to the musician; but she is not the message —that is in the rider; she is not the quarry to be brought home; she is not the music—that is in the man.

You use the vessel to carry passengers and freight or you use her to carry your guns to the right position for use. The passengers, the freight and the guns are intrusted to you. Your duty is to the passengers, the freight, the guns. To bring the persons or things to their destination you must take the best possible care of the vessel and keep her safe and in good condition. But when the vessel must be abandoned, your first duty is to the passengers, and first among them, to those who are most helpless—the women and children. **Remember always, that your first duty is to save life**—the life of your country, the life of the passengers and of your shipmates. Such was, such is your duty, your privilege under the law of "the common hazard" and for this you will give your own life. **Such is the true tradition and spirit of the sea.**

To be able to do this at sea you must have a period of training. You cannot learn your work as a seaman except at sea. **The skill needed comes only from experience.** The best way to gain this is to move from one vessel to another, from one trade into another, from one climate into another. Go by preference in sailing ships, next in vessels having sail and mechanical motive power, next in tramp steamers. Keep away from passenger vessels until you know your work. On passenger vessels there is nothing to learn that cannot be learned quicker and better on any other vessel.

If you have an A. B. certificate and are sailing as able seaman, but do not know your work as you ought to know it, look to your shipmates for information—learn, practice, gather the knowledge necessary to the proper standard of skill. And don't be backward about it or ashamed to learn. Ignorance is a misfortune, but it is dishonorable only when persisted in when there is opportunity to learn—therefor learn. It is best for you—for all seamen—for the ship—for the entire calling—that you and every man who gets the A. B. certificate reaches a high standard of seamanship as quickly as possible. **Seamanship—skill—the ability to meet the emergencies with which our calling is crowded—must be improved.** The law has set a minimum standard for the rating of able seaman. When a man qualifies as an Able Seaman under the law, see that he is a real sailor. Make the A. B. certificate stand for something more than it does now. **Raise the standard of skill.** You have now the power to do it.

When we organized, we promised to ourselves, among other things, that we would do our best to so amend the maritime law of the United States that we might be free to assist in developing a body of real American seamen. The declaration adopted is as follows:

> "Based upon these principles, it is among our objects to use our influence individually and collectively for the purpose of effecting a change in the Maritime Law of the United States, so as to render it more equitable and to make it an aid instead of a hindrance to the development of a Merchant Marine and a body of American seamen."

We tried to be true to this declaration. While we struggled for other improvements our main object was to change the law. When it seemed as if we would fail we adopted as a motto: "Tomorrow is also a day," and kept at work. We succeeded; the law is amended; we have the freedom and the opportunity, therefore the power. **If we fail now it will be our fault and our disgrace.**

What we cannot do alone we can do combined together. Together we can learn from each other not only the skill needed; but we can learn to help each other; we can learn to bear each other's burdens; we can learn the traditions of the sea. If needed and desired, we can form classes and furnish teachers to study systematically not only the practical work but the principles underlying—the reasons why it is so and not otherwise.

THE SHIP AND CREW.

Seamanship.

The ratings of sailors, men in the deck department, are: Boy, Ordinary Seaman, Able Seaman (Quartermaster or Boatswain, etc., are able seamen assigned to special work). The **able seaman** is the unit of skill and efficiency in the deck department. The boy and ordinary seaman is learning to be an able seaman and from among the able seamen, who have studied navigation, comes the officers and future masters of vessels.

The skill and experience in the engine department is of a different kind. There, as in any other capacity, the men must be innured to the sea. While it does not take the same length of time to make a marine fireman as it does an able seaman the experience of all seamen has taught them that the difference between the skilled and the unskilled fireman is very great and that while it always determines the speed it sometimes is the main factor in safety. Official reports of the British Admiralty verifies this fact. The landsman becomes first a coal passer or wiper. Here the fireman is the unit. Oilers, Watertenders, etc., are firemen detailed to special work.

The young man, but more especially the boy who has just entered sea life or who is thinking seriously of beginning sea life, should read carefully the following description of life on vessels and what the able seaman is expected to know. And please keep well in mind that if you do not know the able seaman's work, the master may under the law and under ancient usage reduce you to a rating and pay according to your demerit!

Departments of the Ship.

Every steamer's crew is divided into three separate sections, known as the deck department, the engine department, and the steward's department.

To obtain any conception of the character of the work performed by able seamen on steamships and the skill required of them on such vessels it is necessary to know in a general way the work of the men in each department and to understand the relationship between the different departments and between each of the departments and the ship itself.

The deck department (sometimes called the captain's department) has to do with the general navigation of the ship. Its officers are in general command, the highest deck officer, i. e., the master, being in supreme command of the entire ship, every department being subject to his orders; the first mate taking command in the absence of the master and the second mate in the absence of his two superiors. The crew of the deck department, in which the able seaman is the unit, consists of the officers, quartermasters—where special men for steering are designated—boatswains, carpenters, a varying number of sailors, officially designated either as "able seamen" or "sailors," and boys or men who are or who are supposed to be learning seamanship. A deck crew inefficient in skill or insufficient in number endangers the vessel, her passengers, and cargo.

The engine department (usually called the engineer's department) operates the boilers and engines, keeps them clean and in working order, making such repairs as can be done on the vessel. A chief engineer is in charge, with assistant engineers and a crew of oilers, water tenders, wipers, electricians, firemen, and coal passers. Inefficiency means large bills for shopwork, waste of fuel and decrease in speed.

The steward's department has to do with the preparing and serving of food, care of staterooms and interior of cabins, and general personal service to passengers. It is in charge of a purser and chief steward, with a crew of cooks, waiters, pantry and linen men, bell boys, stewardesses, and chambermaids. Inefficiency in this department means loss of passengers, arising from bad reputation.

The Ocean Trade.

The world's ocean carrying trade is done (a) in sailing vessels from 100 to 5,000 tons, but the general type of sailing vessel is from 500 to 3,000 tons. The rig of these vessels range from the fore and aft schooner without topmasts to the four and five masted full-rigged ship with or without studding sails; the number of sailors on these vessels is approximately 125,000. (b) In steamers ranging in tonnage from 100 to 40,000 tons, but the general type varies from 700 to 7,000 tons, with a rigging consisting of two pole masts with two or more booms, on each to four or five masts with up to eight cargo booms on each mast, besides some sail with or without gaffs, with or without wireless equipment; they employ about 90,000 sailors. Some of these vessels, steam and sail, trade to ports where there are towboats, wharfs, and freight handlers, but the greater number go to ports where none or few of

these facilities exist, and there the sailors, led by the deck officers, and the firemen, led by the engineers, do the repairing in their several departments, and where the sailors do all the discharging and loading of cargo, using lighters, ordinary boats, or surf boats.

The deck crew of a steamer may be from 9 to 72 or even more, both inclusive of officers, while the whole crew runs from 18 or less in the small freighter trading to shallow harbors to 972 in the "Olympic," and still more in the "Imperator."

Able Seaman.

The term "able seaman," as used on board any ship, steam as well as sail, means a man who has had sufficient experience in deck service to acquire the skill in seamanship needed to perform the duties, routine and emergency, required in that service. Boatswains, quartermasters, etc., are simply able seamen assigned to certain positions.

The amount of gear and equipment used in the deck department on different classes of steamships varies greatly of course, but it is a difference in degree, not in kind. The less gear and equipment the vessel may have, whatever her trade, the greater the skill needed in emergencies which no vessel can avoid. The deck crew of a steamer well supplied with rope and wire, lines and cables, booms, blocks and tackles, canvas, lumber, tools, and boats does not find it nearly so difficult to successfully meet emergencies as is the case on board a poorly equipped vessel. At the same time men can not learn a seaman's duties as quickly on a poorly equipped vessel as he can on one that is well supplied with gear of various kinds.

In reading the following partial description of a seaman's work it should be borne in mind that a sailor works on all kinds of ships and does not confine himself, can not confine himself, to one kind of vessel in any one given trade. When out of employment he can not remain idle, waiting until he can ship on a particular kind of a steamer, rigged and equipped in a certain way; but he ships—hires out—on any kind of vessel he can get, and so, of necessity becomes familiar with all classes of vessels, and must know his work in any or all of them.

The General Routine Duties of Able Seamen.

The routine duties of the deck crew are so varied and the skill and knowledge required of able seamen is of such a character as to be exceedingly difficult to describe. The following, however, will give some idea of the routine work on steamships, what the seaman (sailor) learns while engaged in it, and how it therefore fits him for the numerous emergencies he must meet.

While on board ship in port the sailors are occupied mainly with preparing the vessel for sea. Much of the general work described herein is partially done while in port if there is sufficient time. The steering gear must be carefully overhauled, the wheel chains below decks taken down and, together with the wire rope, examined for needed repairs or substitution and set up again.

If they do not take part in the handling of cargo they must, at least, take care of the gear used in that work, in moving the steamer

from one part of the dock to another, running lines, changing berths at the same pier, breasting her into a dock or springing her out, using heavy mooring hawsers and cables, holding on or surging with turns of the hawser around timber heads or bitts, or by compressor on a deck winch, putting the heaviest possible strain on the line without losing control by parting it.

A good deal of the painting of hulls is done in port. This is done from light staging—a narrow plank with or without crosspieces—constructed by the sailors and slung over the side by means of light but strong ropes, with use of hitches which will not jam but which are safe. Sliding down the rope to the narrow plank, which may be swinging more or less, especially when working over the bow or under the overhang of the stern, they work anywhere from close to the water to 50 or 60 feet above it, climbing back on the deck, shifting the stage after every fleet, making fast to the rail here, a cleat there, a stanchion or any other safe and convenient holding place. An imperfect hitch or knot here means man overboard.

While some of the crew is doing this, others are preparing gear and equipment, looking after the mooring lines, slacking off when too tight, or heaving in when too slack, or if deck crew be small one job is interrupted while more urgent ones are done.

The cargo out, loading is begun. Gear may have to be shifted, the hold cleaned out, or the vessel may proceed to sea light or in ballast, taken on board by longshoremen or sailors, hoisted or otherwise, unless water ballast is used.

In many trades and ports, coastwise as well as foreign, the deck crews load and discharge cargoes. This consists in slinging it on the dock, hoisting it from the dock, and lowering it into the hold, or in trucking it over a gangplank through a side port into the hold, where it is stowed away so that it will not be damaged and the vessel will be in proper trim; even where stevedores are employed the mate is responsible for the proper stowing of the cargo, and he usually details some able seaman to assist him in seeing that the work is properly done. Or the vessel may be in open ports, of which there are many, and passengers and cargo may be landed in lighters, boats, or by use of special boats called surfboats, carried especially for that purpose. The cargo may be anything from small package stuff, handled in net slings, to a piano or an automobile, costly glass or china ware. In weight it may be from a few pounds to 50 or more tons. It may be lumber to be hoisted on board in sling loads or shoved in by hand and stowed in the hold, or it may be bales of wool or cotton to be stowed, or grain, coal, or ore to be trimmed. In any case, the stowing must be properly done, or cargo will be damaged and vessels are likely to be lost.

Ready for sea, an able seaman goes to the wheel. Lines are cast off or anchor weighed, cargo ports, if any, closed either partially, as on a short trip in good weather, or made secure and water-tight for a longer voyage or in bad weather. On passenger vessels the "emergency boats" are cleared away and swung out ready for instant use. Some passenger vessels send one man to the lookout in the bow, or the "crow's nest" on the foremast, immediately upon leaving port; others not until sundown or foggy. Freight steamers never, unless foggy or during night. On passenger ships the officer of the watch (one of the mates) goes to the bridge and takes charge as soon as the

master is ready to be relieved, which is usually as soon as the vessel is out of port. Another mate or, if none, then some able seaman, selected for the purpose, supervises and assists in the work of clearing up the ship, lowering or topping and securing cargo booms, etc. Any stays or other rigging needing to be set up are attended to, hatches are battened down, i. e., made water-tight, or put in condition to be made water-tight quickly; heavy "strong backs" (handled by hand or purchase) have been placed under the hatch covers, wood or steel covers put on, and the tarpaulins (heavy canvas, soaked with tar) fastened on. There may be anywhere from 3 to 36 hatches to be battened down.

On passenger vessels lower deck hatches may also be battened down, if there be men enough on board to attend to it. Usually there are not; it always ought to be done because of possible collision.

Lines are coiled away, blocks, tackles, and guys used in connection with the cargo booms are taken down, coiled up, and stored away; everything put into such shape as to permit all rope gear to dry thoroughly in preparations for overhauling and repair. Anchors are secured, fish tackle, if used, is unshipped and stored away, or canvas cover laced on to protect it from the weather. All hawse pipes, chocks, or other openings, leading into inclosed parts of the vessel are plugged or covered to keep seas from washing in.

Watches are then set if the crew is divided into equal watches; few passenger vessels in the coastwise or lake trade do this, but it is generally done in the over-sea trade.

In the general ocean trade, exclusive of large passenger vessels, each member of the deck crew, officers excepted, take a two-hour "trick" at the wheel and lookout, working around deck during the rest of their watch.

Clean ship. Wash decks, the outside of all deck houses, etc., using hose and brooms, afterwards seeing that all gear is in order and especially that rope gear is hung up; awnings and canvas weather cloths, when necessary, put up or taken down; fastenings and lacings are rope exclusively; care of these ropes, awnings, and weather cloths and their repair involves the same kind of work as is done on sails.

One sailor sounds the pumps hourly or every watch, watching for leaks, sounds all ballast tanks to note the amount of water ship is making, so that she may be pumped out when necessary (there is no such thing as a perfectly water-tight ship). The steering engine must be examined and oiled each watch, and when not actually in the engine room this is done by one of the deck crew; in fog or rain all exposed gear, signal halyards, tackles, etc., must be slacked off when shrinking too tight and likely to be damaged under the strain, and as they slack up when air becomes dry must be tightened again. Other work being done, the deck crew begins the overhauling of all cargo gear, working lines, cables, and hawsers for repairs. Stranded, chafed, or badly weakened parts are repaired by putting in a new strand, or the weakened part cut out entirely and the end put together again by a splice suitable for the line according to its use. New rope is uncoiled (a seemingly unimportant proceeding, but if improperly done the rope will be damaged and some parts of it rendered nearly useless), measured off in lengths needed, new tackles rove off, new lines prepared, spliced into blocks, new pennants, whips, and slings made. Awnings, tarpaulins, boat covers,

weather cloths, canvas caps and covers for ventilators repaired or new ones made. On longer voyages and in properly manned vessels all these things are done on board by the deck crew. Extra lashings are prepared for various uses, rope swabs made, standing rigging oiled or tarred from time to time, and numerous things of the same nature attended to. In a greater or less degree this work goes on in all classes of ships.

The man who expects to be known as an able seaman on a steamship must know the use of rigging screws, fids, marlin spikes, serving mallets, the palm and needle, calking tools, and most of the carpenter tools, the mixing of paints and colors, how to obtain strong leverages with bars, ropes, tackles, how to brace with wedges and shores, besides knowing the various knots and splices, and to worm, parcel, serve, and seize, with rope and wire, and must be able to hold up his end of a job when it comes to climbing and working in places where both arm hold and foothold is difficult. He must know the lead line, not only its marks, but how to use it, to get correct sounding when the ship is in close quarters, the night dark, and the sea heavy, whether he stands in a smother of sea on a low freighter or far up the side of an immense liner. The compass, of course, is a familiar object to him, but he must know how to use it, how to steer the ship under all conditions, what to expect and how to meet it when he is steering across a current as well as with it or against it, through the swift rush of a narrows, passing at close quarters in and out of the suction of another heavy ship under speed, with the wind light or strong from any direction, heading into a heavy sea, taking it on either bow or quarter or abeam, under check or full speed, rolling and pitching heavily, or running before it, when a blunder may mean total loss of ship with lives and cargo. The man at the wheel must know his work, what to expect and how to meet it instantly, in calm or storm, daylight or dark, in clear weather or in fog. The man who learns to be a reasonably good helmsman in even three years is an exception, because, regardless of the aptitude of the individual, the personal knowledge of varying conditions, different ships, how they act under differing circumstances and familiarity with the various steering gears, can only be gained through experience necessarily covering a good deal of time. The steam steering gear, rendering less physical strength necessary and making possible the handling of larger ships, requires greater skill than the old hand method which permitted the man at the wheel to feel the increasing or decreasing rudder pressure and thus warned him of just how the ship was acting.

If you would be recognized as an able seaman on a sailing vessel you must know and be able to perform the work above indicated and in addition you must know and know the use of every part of the standing and running rigging of such vessel. You must know how to repair it, how to make new parts of the standing rigging and how to place it on the masthead; you must know the running rigging well enough to find any rope in the darkest night and how to use it; you must know how to send down and send up spars, how to rig jurymasts, jury-rigging and juryrudder in case of necessity. You must know how to handle sail in all kinds of weather—how to take them in, how to reef them, how to furl them, how to cast them loose, how to stick out reefs and how to set them. To know this is not enough; you must be able to do it in all kinds of weather, when it can be done, in the darkest night as well as in the light of day. You must be well enough inured to the

sea to have your body at all times accommodate itself to the movements of the vessel and to do so unconsciously. Your mind and body must have been so developed by experience and contact with the sea that you have the coolness and resourcefulness needed to meet and overcome difficulties and emergencies. But these last are the necessary qualities of all seamen. They are needed on a steamer as well as on a sailing vessel. To quote from Bullen's Men of the Merchant Service, page 256:

> "An able seaman, properly so called, is a skilled mechanic with great ability. On sailing vessels his place in calm or storm never can be adequately filled by the unskilled, however numerous, nor in steamships in emergencies."

However, even that which is considered the merest routine work requires considerable training and presupposes physical ability not common.

Painting, scrubbing, etc.—Prepared paint is seldom brought on board ship. The raw material is put on board and is mixed according to needs by the able seaman. Graining, filling, varnishing, and lettering is done as well as ordinary flat painting. Sailors become sufficiently skilled at this work to qualify as journeymen painters on shore. The deck crew cleans all outside parts of the ship, except the funnel, from the mast and booms to the deck houses, decks, and sides of the ship. Some of this work must be described to show that there is more practice in it than simply scrubbing and painting.

Scrubbing and painting lifeboats. (Usually painted white.) Covers removed and all gear taken from the boats—inside cleaned—boat lashings let go, boats hoisted clear of the chocks—outside cleaned—boats lowered in place, gear the lashings replaced. When painting, the same process is repeated.

Scrubbing and painting of masts. Gantlines must be rove either through sheaves just below the eyes of the backstays (near extreme top) or through block carried aloft for that purpose. The sailor goes up the ratlines to the eyes of the lower rigging, from there he "shins" up the topmast to the eyes of the upper rigging, where he hangs on as best he can while some one on deck bends the gantline onto the signal halyards and hoists it to the man aloft, who reeves the gantline through the sheave, unbends the halyards, slides down the mast to the eyes of the lower rigging, bringing the ends of the gantline and the signal halyards with him, thence to the deck. If no signal halyards, such halyards are usually rove off first to be used in hoisting up the gantline. If no ratlines on the lower rigging, he must "shin" all the way up the shrouds of the lower mast and then up the topmast. When the gantline is rove, it is bent onto a "boatswain's chair" (a short piece of board slung in a rope strap) and the sailor is hoisted back aloft. Reaching the highest point to which the "chair" can carry him, he is anywhere from 10 to 15 feet below the truck or extreme top of the mast. He gets out of the "boatswain's chair" and "shins" the bare pole to the very top, sometimes using a rope strap. Scrubbing materials are sent up to him on the signal halyards, and hanging onto the bare pole he works down in that manner until he gets low enough to swing himself into the "chair" again; after which he works down, lowering himself as needed by slacking away on the gantline, which he makes fast to the "boatswain's chair." Reaching the deck, he is hoisted aloft again and then goes through the same

performance in painting, which may include gilding or painting the ball on top of the mast. Anywhere from one to three men work each mast. Where three men work, one takes the topmast, the other two the lower mast.

Ship's work of the nature described above continues unceasingly until bad weather sets in and heavy sea rises. Everything movable on deck must then be securely lashed, extra lashings are put on the more exposed lifeboats, some of the ventilator tops exposed to the wash of the sea are unshipped, canvas coverings lashed over openings, parts of hatchings left open for ventilation are closed and battened down, and as needed life lines are stretched along exposed sections of the deck. During the gale the watch on deck and sometimes the whole deck crew is constantly at work. Anything may break adrift, from a piano in the cabin in a passenger ship to a heavy cargo boom on deck, from paint pots in the forepeak to a spare anchor on the forecastle, from some cargo below decks or on deck to a lifeboat on the gallows; the deck crew must secure it whatever it is and put on the necessary lashings. A deadlight is smashed in, a hatch cover loosened, part of a rail broken, a ventilator cap torn off, a companion ladder getting shaky, a cargo port weakened and leaky; the able seamen must do whatever necessary to remedy the damage. No matter what kind of ship, no matter the trade, when the gale is on the deck crew finds no time for anything except to perform work immediately necessary for the safety of the ship and its equipment, aside from being prepared to meet the many grave emergencies that may arise. On such occasions they work often without any rest until so exhausted that they are absolutely unable to do any more.

The weather moderating, unusual lashings put on boats are removed, life lines taken down, parts of hatches reopened, ventilators reshipped, and in event any damage done it is repaired as far as is possible at sea. In all this, excepting only in connection with the engine and boiler rooms, and sometimes even there, the deck crews, working under supervision of the deck officers, are called upon.

Routine work is resumed and continued. When no other work is immediately necessary some interior chipping of rust, scraping, and painting may be done inside or outside the hull, the towing hawser or anchor chains are overhauled and restowed. Damaged rigging or damaged service on shrouds may have to be repaired, ratlines may have to be replaced, if of rope seized with marlin; if iron rods, with wire seizing; canvas covering used on some parts of the deck and on top of the deck houses may be ripped off and new stuff laid; life preservers overhauled and repaired; the ship's colors, signal flags, etc., kept in good condition. The work is never completed, because there are not men enough in the deck crew, and some of it is done in sail lofts and by "harbor seamen" when the vessel is in port.

Nearing port, preparations are made for landing of passengers and discharging of cargo. Necessary gear is made ready, anchors ready, hatches unbattened, etc. The vessel may go to a dock in convoy of tugs, as in the case of a big liner, or may work her way in alone close enough for one of the sailors to slide down a rope and swing himself onto the dock to take a line; or she may come to anchor in some harbor, a roadstead, or off the open beach, as the case may be. Passengers may be landed over gangplanks, cargo discharged by longshore gangs, or, if in bulk, scooped out by powerful machinery in ports where traffic is regular

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and heavy and the docks arranged for the purpose; or the cargo may be handled by the deck crew, as in some trades like that of the Pacific, some of the bay and sound steamers of the Atlantic, or the combination passenger and merchandise steamers of the Great Lakes; or, as in many parts of the world, passengers and cargo may have to be landed in boats manned by the deck crew, sometimes through heavy surf.

All vessels, steam or sail, carry lifeboats. One on a small sailing hooker, 2 to 4 on freight steamers, up to 30 or more on large passenger ships. The handling of boats in all cases, except at drills and when all boats must be used at the same time, is done almost exclusively by the deck crew.

The smaller class of vessels of all kinds lower a boat for general working purposes at every anchorage or port to communicate with shore, to run lines, etc., and man it by members of the deck crew. In all trades passenger steamers carry a working boat, handled by the deck crew, for general service in connection with ship's work.

The emergency boats, which are kept ready for instant lowering on passenger ships, are manned exclusively by members of the deck crew.

In rescue work at sea boats are manned entirely by able seamen if a sufficient number of such are on board. If able seamen are insufficient in number, the less experienced men in the deck crew fill out the boat crews, and when that is insufficient men from the other departments are necessarily used. The difference between the exhibition known as boat drill and actual service conditions and practice will be described later.

Some Emergencies.

Fire: In event of actual fire the official fire alarm used on passenger steamers in fire drill is promptly dispensed with. The bridge or pilot house and engine room is notified. Fire on deck or in the cargo is handled by the deck crew, getting help when needed from the engine department. When the fire is in the passenger quarters (the steward's department) the deck officer who responds with his crew of sailors takes immediate charge, his crew being assisted by the steward's men if necessary; when the fire is in the engine or boiler room or coal bunkers the deck officer with his crew promptly gets to the spot, but here the deck officer does not take charge as quickly, the engineer's staff usually being the best fire fighters for that part of the ship.

Stranding: When vessel runs ashore and the immediate assistance of tugs or other vessels is not to be obtained, the ship must be lightened and worked off in some manner. For this purpose cargo and other heavy material may be transferred from one part of the ship to another or may be thrown overboard. Among other things to be done may be the carrying out of an anchor to help pull the ship off. If the kedge anchor will not hold, one of the large anchors, regardless of size or weight, must be taken out and dropped some distance from the vessel with a heavy hawser attached. This is done by the deck crew; two or four lifeboats may be lashed together, a heavy boom or spar lashed across, the anchor suspended from the spar under the boats, the hawser lightered by other boats if necessary. The anchor is taken to the desired distance, the hawser thrown off the boats sustaining it and the anchor

dropped by cutting the lashings holding it to the spar, whereupon the winches, capstans, or windlass may be used, putting the greatest possible strain upon the cable while the engines are backing or going ahead full speed. If another vessel appears to offer help, lines must be run between the vessels, and again the deck crew does the work, using the boats.

Wheel chains parting, or tiller quadrant breaking; relieving tackle are hooked on, the steering is done "pulley haul" while repairs are made; in bad weather (the only time it happens at sea) this is always a difficult and dangerous job, requiring skill in every man assisting.

Collisions: The damage must be ascertained, leaks stopped, and sinking prevented, or at least delayed, if possible. In this many things may be done, from dragging a sail or tarpaulin over outside of the injured spot to shoring down a lower deck opening over the damaged compartment to hold the pressure, shoring and bracing strained bulkheads, and of course clearing away boats ready to receive passengers, etc.

Loss of rudder: Sails to be set for the purpose of steadying the vessel (most steamers carry sails on board ready to be bent on), a sea anchor sometimes made in a hurry, used if necessary, while a jury rudder or some other contrivance for steering the vessel is rigged up.

Engines disabled: The deck crew with sail and sea anchor must find some way to steady the ship and keep her out of the trough of the sea while repairs are being made.

Wireless gear aloft carried away: It is the able seaman who goes aloft to repair the damage and the deck officer who directs the work.

Boat Drill Versus Actual Service.

Held weekly; first the signal for "fire drill" is given, calling the various members of the crew to their stations, lines of fire hose are pulled down, and perhaps some of the valves are opened. Immediately after this comes the signal for "boat drill," for which the crew is now waiting. They go to the boats to which they are assigned. In the assignment to boat stations the deck crew is divided between the various crews in such a way that one man from that part of the ship's crew will be in each boat, as far as their number will permit. In many instances, especially in steamers in the coasting, Great Lakes, and bay and sound steamers, the deck crew goes to the boats in advance and prepares them for the drill by letting go lashings, clearing away tackles, etc. The entire crew then proceeds to "drill," covers are pulled off (not always), boats hoisted from the chocks and swung out ready for lowering. In some cases the boat's painter is passed out, and plugs put in place. The boats may or may not be lowered into the water. In event any of the boats are lowered the job consists of simply lowering the lifeboat into the smooth water of the harbor. Oars are gotten out and some pulling is done. Boats are then hoisted up and placed in the chocks, after which the deck crew completes the job of straightening out the gear, relashing the boats, etc.

A ship in distress is sighted, passengers and crew need to be transferred. Five or six of the lifeboats are ordered away for this work. Be the weather good or bad all boat-drill arrangement is dispensed with. The boats are cleared away and manned, not by their

boat-drill crew but by members of the deck crews as far as the deck crew is sufficient in number to man such boats. In any event every important position in such boats is filled by able seamen or men of higher rating from the deck department, at the steering oar, the stroke oar, and the bow oar, are able seamen, and if the weather be very bad no more boats are lowered than can be manned with a majority of able seamen in each boat and especially in all important positions. In a seaway with the ship rolling, a boat must be lowered so as to avoid too great a swing and gotten away from the ship's side as soon as it is water borne, otherwise it will be stove in by smashing against the ship's side, swamped, or capsized. The boats are lowered one at a time, bumpers or cushions of sails or mattresses may be hung over the side, a bridle passed around the falls to check the outward swing, a line made fast to the lowest point that can be reached on the ship's side is passed into the boat where it is used to check the outward swing, while others of the crew guard against the heavy inward swing with their oars laid so as to catch the force of the blow without breaking the oars. A sea painter is used, leading from well forward on the ship and into the boat, where, unlike the ordinary painter, it is not made fast, but is held by one man with one or more turns around the thwarth to help keep her parallel with the vessel until it is time to let go, when it is used to shear the boat off from the vessel's side sufficiently to make possible the use of the oars. Perhaps the safety of the boat depends more upon this one man than upon any other that is in the boat until she is perfectly clear. The lowering of the boat must be done so as to keep her on even keel, and the two men lowering away at the tackles must work well together and understand their job, to which a knowledge of the sea is essential, or the boat may come down end on and spill the occupants out, or may be swamped even before the tackles are unhooked. One at a time the boats are thus sent away. As they return with their loads the people must be hauled on board, boats hoisted, and in this nothing is done as in boat drill.

A technical description might be attempted but would not be generally true, because things to be done, and sometimes even more important, left undone, are as changeable as the ever-changing sea; nothing but the experience and skill coupled with the mental attitude acquired as the result of a seaman's daily work at sea can give to any person the qualities that go toward making rescue work at sea effective. On a steamer this can only be obtained in the deck department. The other departments require a high degree of skill, but it is of a different kind, acquired under different conditions and for different purposes.

Perhaps the best description of the able seaman was by the master who said:

> Joe has been with me for two years. I have never seen him appear to be wet or cold nor to be stumped by any work that came his way on board the vessel.

He must indeed be able to do any work that comes to him or to which he is placed, or he will, at the discretion of the master, be reduced in rating and wages as provided in Section 4612 of the Re-

vised Statutes of the United States and by the maritime laws of all nations.

Up to the time when insurance had been so developed as to remove risks from the owner of a ship, and the responsibility to the traveler and shipper had been minimized and practically wiped away by a limitation of shipowner's liability, the shipowner insisted that four years of experience was little enough time to fit a man to take care of his property at sea—and so he insisted when appealing to legislators or by attorneys pleading to a court—he talks differently now.

Expose Violations of Safety Laws.

We have been trying to indicate to you some of your duties as an able seaman and the skill needed; but there are other duties which we urge upon you. **There can be no safety to either passengers or seamen if the laws enacted to conserve and promote safety are not obeyed.** It is your duty to respectfully call the attention of the officer of the watch whenever you find that the gear is not in a safe condition, if the boats are not in order and ready for instant use, if lookout is not kept properly, if lights are not kept in order and in use at the proper time, if watch and watch is not observed, if the vessel has not a crew as provided by law, etc. The vessel must be fitted out and manned according to law and the laws of safety must be properly obeyed or the vessel is not entitled to limitation of liability, and become liable to such damages to any passenger who is injured or to the heirs of any passenger who looses his life because of any disobedience to law or any negligence for which the owner is accountable as a jury may decide.

It is your duty to give the true information to inspectors who are inspecting the vessel, or investigating any accident, or to any Court, which is trying to ascertain who was at fault or to determine whether the vessel's owners are entitled to limitation of liability.

If you are injured because of any violation of law seek your redress in the courts and furnish the true facts. Damages will be assessed for your benefit; but that is not the most important. Shipowners will cease taking improper chances and will obey the law when they find that the real facts are exposed in court. By doing this you will promote the safety of the passengers and the seamen on your own vessel and on the other vessels and you will do a great service to decent shipowners, who suffer under the undue competition with ship-owners who are evading the law. Always remember that where the law is not obeyed there the damages are without any limit except such as the jury will assess and the Courts uphold. You know whether or not the law was obeyed; it is your duty to the passengers and the other seamen to come forward and give the true information. Remember that this is as much your duty as to keep proper lookout on your own vessel. Failing in either you are failing in your supreme duty to promote safety and protect life at all times.

Know Your Rights and Be Prepared to Insist Upon Them.

The preamble to the constitution of the Union has on this subject the following:

> "First of these rights is the right of each member to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation."
>
> "Further, we consider it our duty to demand healthy and sufficient food, and proper forecastles in which to rest."
>
> "Next is the right to be treated in a decent and respectful manner by those in command."
>
> "Next is the right of engagement without the interference of crimps or other parties not directly interested."

As it took a long time to change the law and again make the seaman a free man and as it will take much work, expense and patience to get the law enforced even here in the United States, not to speak of getting it adopted by other Nations, so it will take much work, expense and some suffering to restore seamanship to its proper place; so again we should remember our motto: **"Tomorrow is also a day."**

Fair remuneration for our labor means "a living wage," and this has been defined by the His Holiness the Pope—certainly a most respectable authority—as sufficient to live properly to maintain health and strength, to rear a family and to lay something by for sickness and old age.

It will be some time before we can reach this standard; but we can and shall reach it by earnest and united effort. The "when" will depend largely upon ourselves.

The hours of labor have been dealt with by the law. It is up to us to see that the law is obeyed. The forecastles and the food has also been dealt with by the law. Let us see that it is obeyed. Decent treatment from those in command will come when we and they know the seamen's duty and are willing to do it. This is a matter of education and must therefor come slow. But it will come sooner or later as we shall know our duty and be willing to do it. Let it be remembered that officers of vessels are able seamen before they are officers. In educating ourselves we shall be educating the officers.

Much of the crimp's power is gone and what remains we can destroy by our own strength acting collectively. The respect which shall be accorded to us as seamen by men on shore will depend first upon removing the accumulated prejudice, second, upon proving to them that we are their equals in knowledge, third, upon the reputation which we shall acquire and upon the earning capacity, which we shall show ourselves able to reach and maintain.

If we did not feel the prejudice when we came in contact with men or women on shore it was because we had grown hardened and joined with them in their contempt for the **"common sailor"**. Who is he that has not heard the expression: **"Oh! He is only a common sailor."** Who among us who has visited England is there, who in his heart has not deeply resented the two entrances to the British bar-room? In the opinion of men on shore, "anybody was good enough and most were too good to go to sea." People, whose daily

and national life depended upon the skill, courage and devotion of the seamen, forgot in their peace and plenty what the seamen had done in the past and gave no thought to what they were daily doing. To see vessels come and go, to enjoy the products that the vessels brought, to expend the money that the vessels earned and to read in papers about shipwrecks, was an every-day occurrence and here as elsewhere familiarity breeds contempt. The dangers and struggles of the past were in the past, they were never to return and people busy with their own lives easily forget the dead. Nature mercifully obliterates the grave and restores vegetation on it and in the road that leads to it. It is well indeed that this is so. Life would be impossible without it. But when great dangers and the unusual struggles return the people again think of the weapons and shields of the past. In this war the seamen of Great Britain, ordered by their government, are fighting to compel the surrender of Germany and her Allies by stopping their commerce and thus starving them into submission. The German seamen, using that new and terrible weapon —the submarine—likewise ordered by their Government, are trying to starve Great Britain and her Allies into submission. It is the generally accepted opinion that vessels is the crux of the struggle. Sea power—world power—trembles in the balance and the determination may be with the seamen. The prejudice is being blown away by the danger. The two entrances to the bar-room are still there; but the seaman can go through either. British publications are now recording their own high appreciation of the seaman and his work. The seamen of all countries have continued at their occupation. They are working, enduring and dying as in the past and the people are again beginning to understand.

The division of the seamen into naval men and merchant men is purely artificial division of labor. It is commercial and of yesterday. There is in reality no such division. The division is between skilled and unskilled seamen. The skilled merchant seaman needs comparatively little training to become an efficient man-of-war's man.

"Without our Mercantile Marine the Navy—and indeed—the Nation—could not exist. * * * Both are now one in spirit and never have British seamen united in a more stern and mighty cause," says Admiral Jellicoe. Professor W. MacNeile Dixon in his book, "The Fleets Behind the Fleets," after enumerating the number of seamen and fishermen has the following to say about them: "There you have the absolute total of sea-farers, to whose numbers, owing to their way of life and the peculiarity of their profession it is impossible during war rapidly or greatly to add. No other reservoir of such experience as theirs can anywhere be found. Perhaps the most valuable community in the world today and certainly irreplaceable. Means of replenishing it there is none." **The prejudice is indeed passing away.** The British Parliament, the Lords and the Commons, have passed the following Resolutions:

HOUSE OF LORDS,
DIE LUNAE, *29° Octobris, 1917.*

Resolved, nemine dissentiente, by the Lords Spiritual and Temporal in Parliament assembled, That the thanks of this House be given to the officers, petty officers, and men of the Navy for their faithful watch upon the seas during more than three years of ceaseless danger

and stress, while guarding our shores and protecting from the attacks of a barbarous foe the commerce upon which the victory of the allied cause depends.

Resolved, nemine dissentiente, That the thanks of this House be accorded to the officers and men of the mercantile marine for the devotion to duty with which they have continued to carry the vital supplies to the allies through seas infested with deadly perils.

Resolved, nemine dissentiente, That this House doth acknowledge with grateful admiration the valour and devotion of those who have offered their lives in the service of their country, and tenders its sympathy to their relatives and friends in the sorrows they have sustained.

Ordered, by the Lords Spiritual and Temporal in Parliament assembled, That the Lord Chancellor do communicate the said resolutions to the Admiralty, the Army Council, the Secretary of State for India, the Secretary of State for the Colonies, and the Board of Trade, with a request that they will communicate the same to the officers and others referred to therein.

ARTHUR T. THRING,
Cler. Parliamentor.

HOUSE OF COMMONS,
Monday, 29th October, 1917.

Resolved, nemine contradicente, That the thanks of this House be given to the officers, petty officers, and men of the Navy for their faithful watch upon the seas during more than three years of ceaseless danger and stress, while guarding our shores and protecting from the attacks of a barbarous foe the commerce upon which the victory of the allied cause depends.

That the thanks of this House be accorded to the officers and men of the mercantile marine for the devotion to duty with which they have continued to carry the vital supplies to the allies through seas infested with deadly perils.

That this House doth acknowledge with grateful admiration the valour and devotion of those who have offered their lives in the service of their country, and tenders its sympathy to their relatives and friends in the sorrows they have sustained.

Ordered, That Mr. Speaker do signify the said resolution to the Commissioners for executing the Office of Lord High Admiral and to His Majesty's Secretaries of State for War, for the Colonies, and for India, and to the Shipping Controller, and request them to communicate the same to the officers, men, and women referred to therein.

The wages of seamen in England and America—in fact in all nations—are rising and are gradually approaching a level upon which the seaman may again marry and live like other men. When our earning power shall have reached that point we shall know how to keep it.

It is true that the seamen of Great Britain, as well as of other countries, are yet bondmen. It may also be true that when this world war is over, the joy in its ending may again cause the people to forget; but we shall not permit the people to forget. We seamen shall remind them again and again until the present expressions of appreciation and resolutions of thanks shall be translated into statutes, which will in all countries make the seamen free and shall give to us seamen the opportunity to reconquer our true place among men.

"Tomorrow Is Also a Day."